



# TRANSIT SERVICE IN WICHITA

*A REVIEW OF ISSUES, FINANCIAL  
CHALLENGES AND A  
VISION FOR THE FUTURE*



*WICHITA CITY COUNCIL WORKSHOP*

November 26, 2013

# TODAY'S AGENDA



- Challenges
- Peer comparison
- Public input
- Vision
- Next Steps

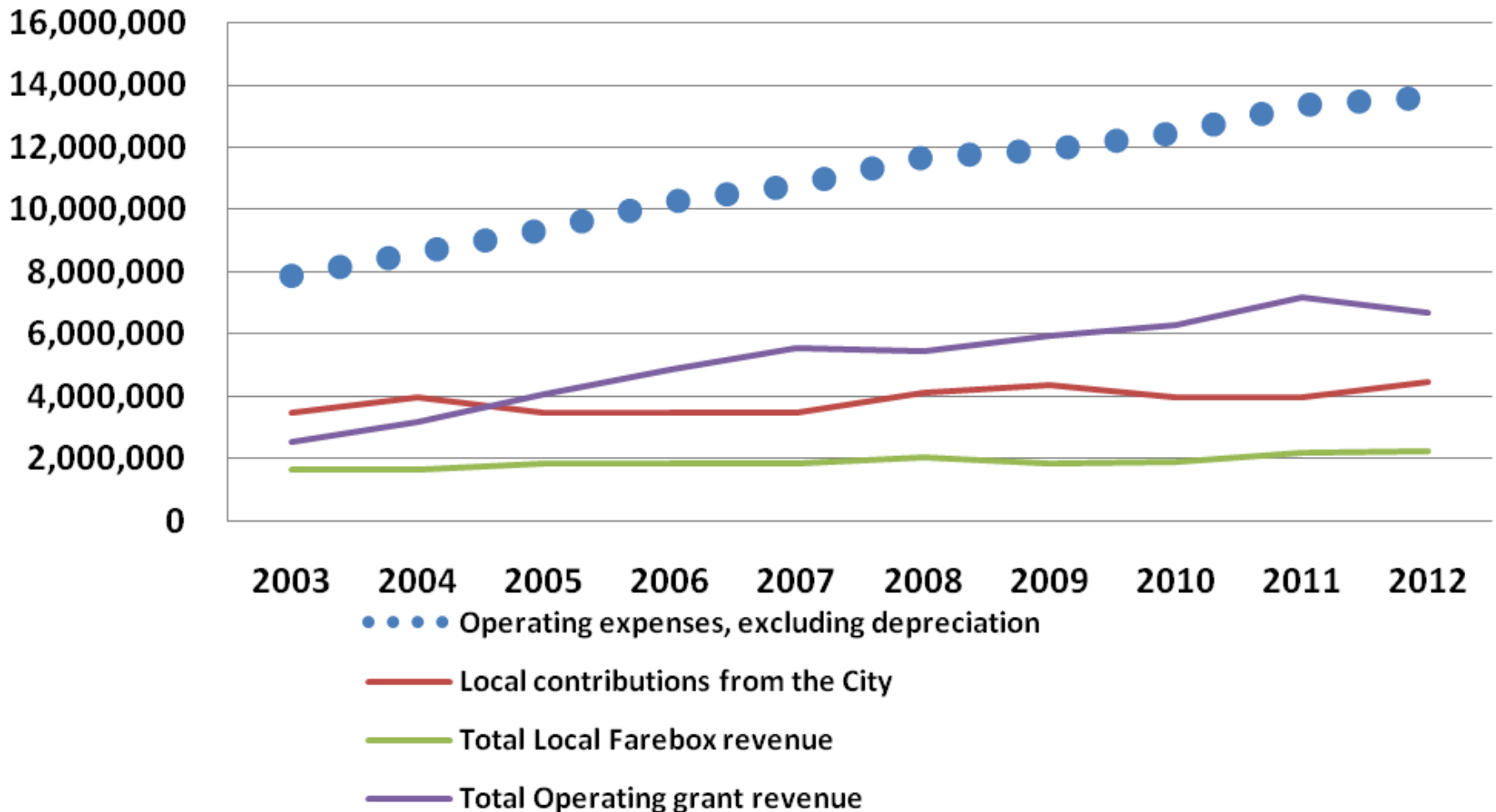
# WICHITA TRANSIT TODAY



- ❑ Financial problems
- ❑ Inadequate service

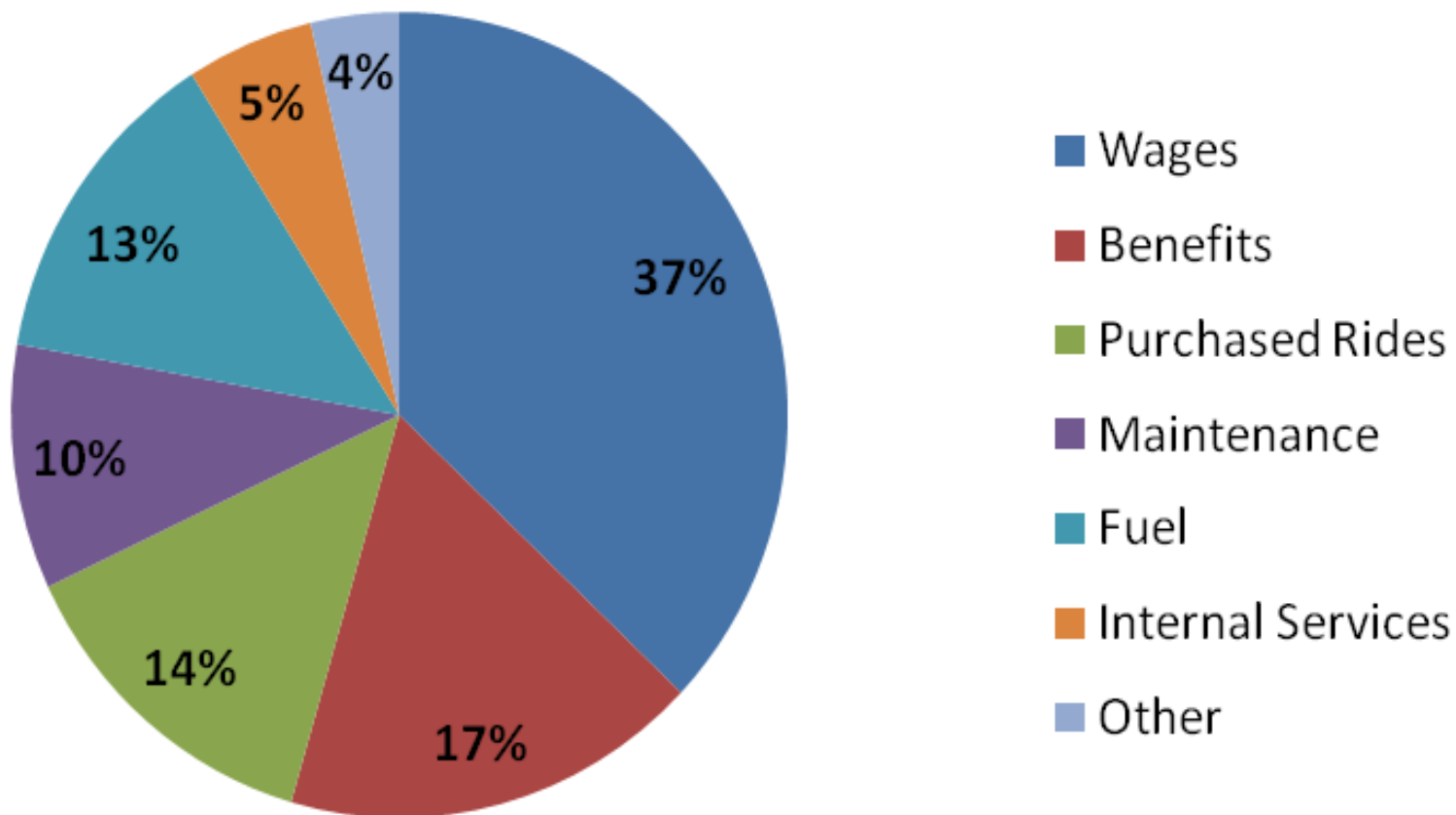
# FINANCIAL CHALLENGES

## Transit Revenues and Expenses 2003 - 2012



# FINANCIAL CHALLENGES

## 2012 Wichita Transit Operating Expenses



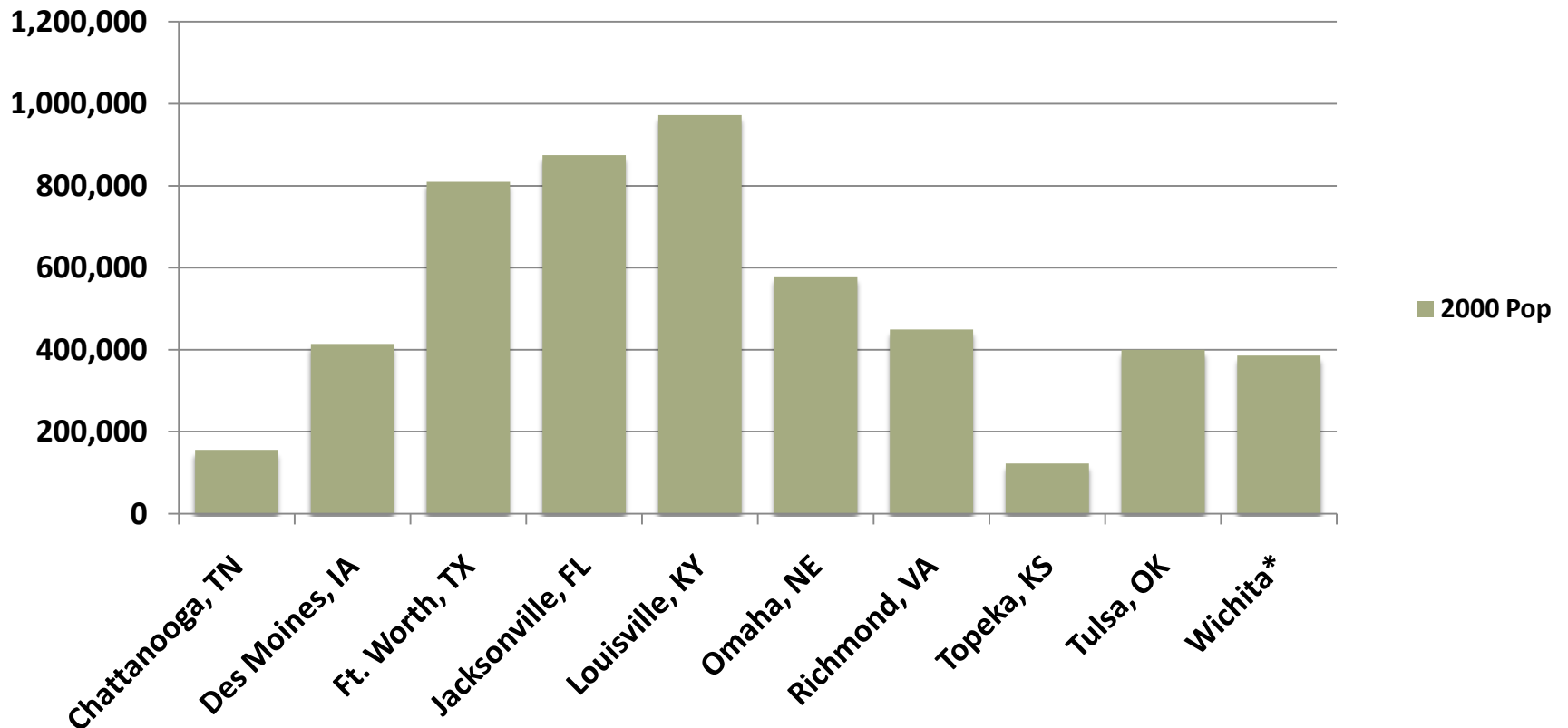
# CONSEQUENCES

- ❑ Degradation of service
  - ❑ Service cuts
  - ❑ Inadequate service
    - (Limited hours/coverage)
- ❑ Aging fleet
  - ❑ High maintenance cost
  - ❑ Reduced dependability
- ❑ Declining ridership and revenue



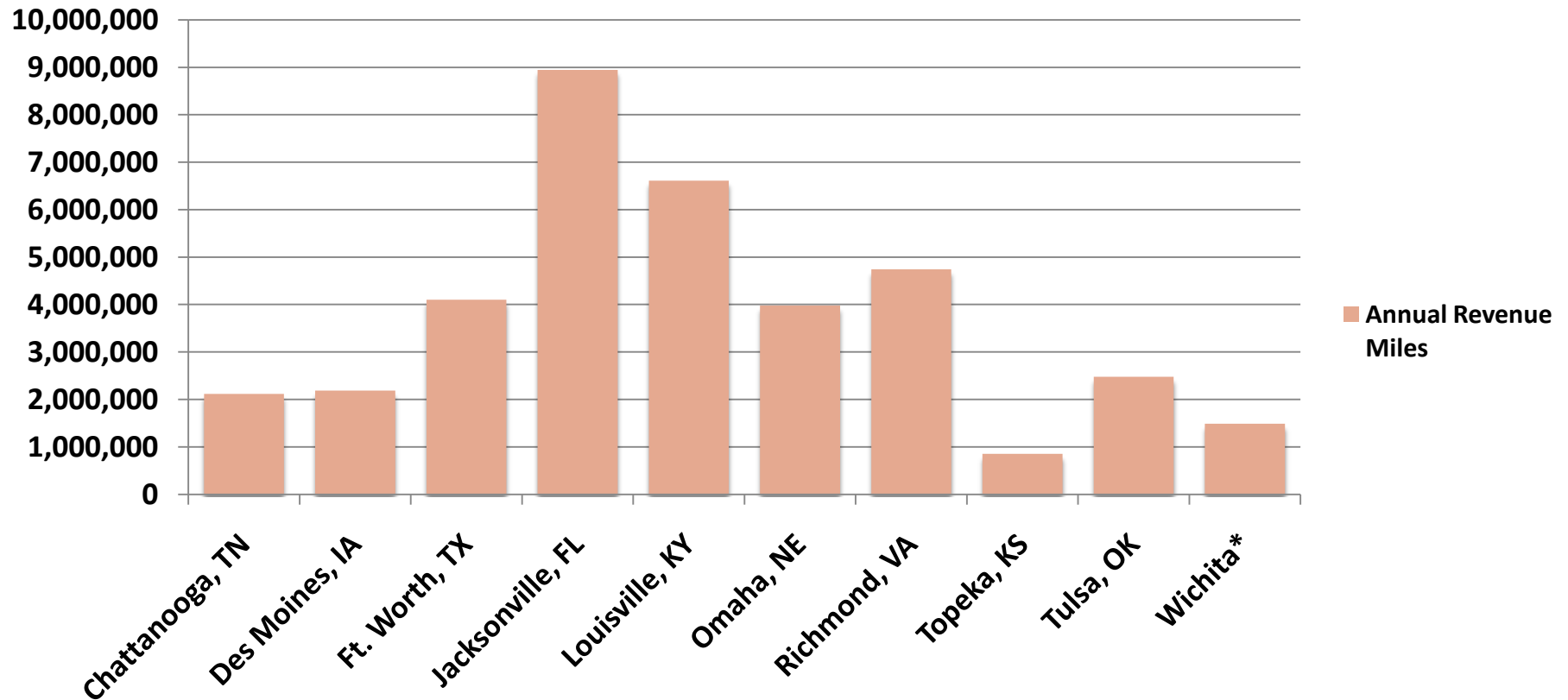
# HOW WE COMPARE

**2000 Population of Peer Cities**



# HOW WE COMPARE

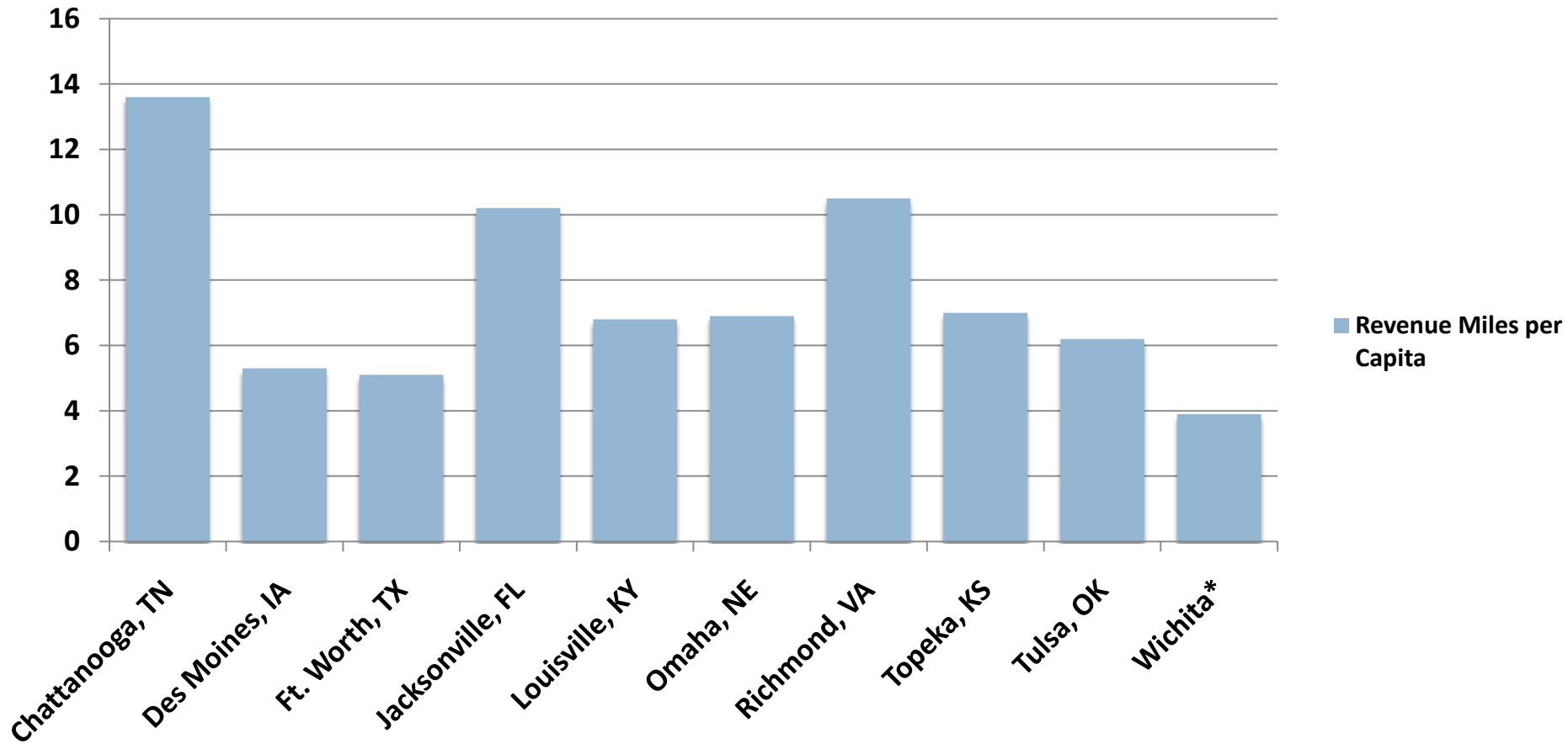
## Annual Bus Service Miles





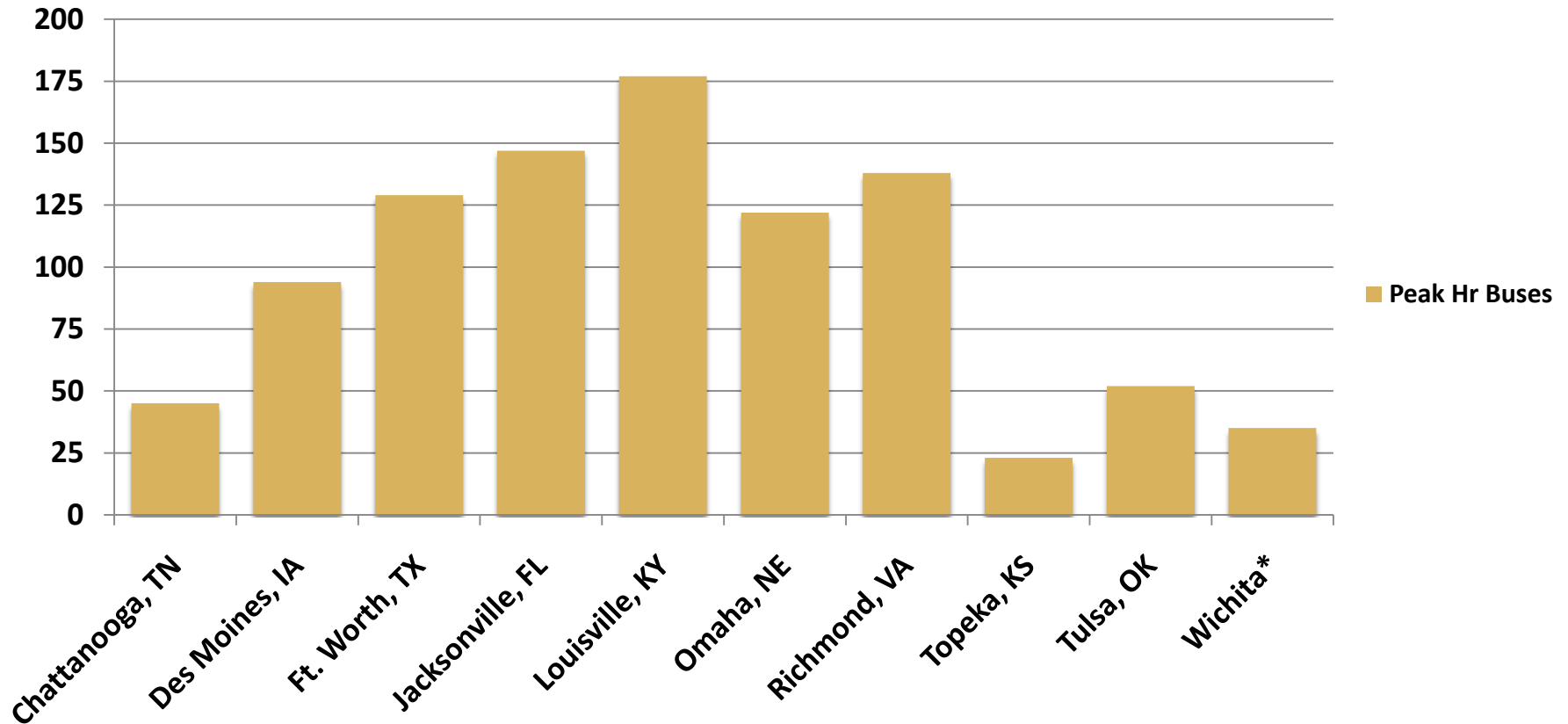
# HOW WE COMPARE

## Revenue Miles per Capita



# HOW WE COMPARE

## Peak Hour Buses 6 am – 9 am / 3 pm – 6 pm



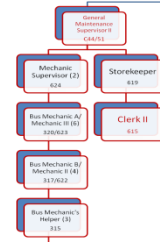
# DO WHAT WE DO WELL

- Improve service quality
  - ▣ Fleet dependability
  - ▣ Route performance
  - ▣ Customer service



# SYSTEM REVIEWS – COST CENTERS

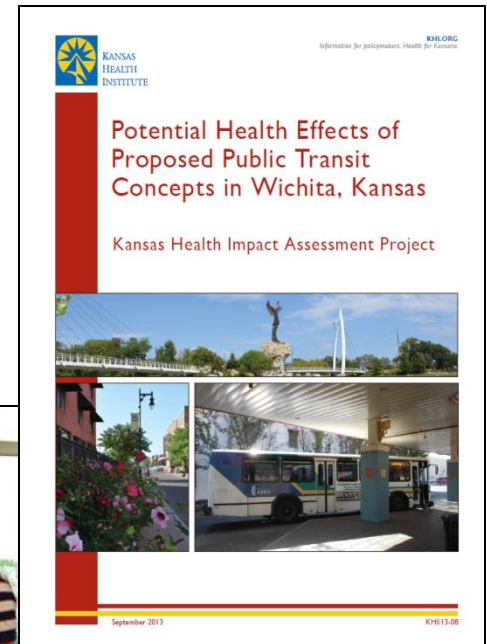
- ❑ Maintenance assessment
- ❑ Fleet analysis
- ❑ Staffing analysis
- ❑ Paratransit review
- ❑ Fare analysis



# COMMUNITY ENGAGEMENT

## ▣ Two year process to guide planning

- Regional Transit Plan (KU)
- Community Outreach Study
- Mind Mixers
- Health Impact Assessment (KHI)





# RIDERS AND RESIDENTS WANT

- ▣ A robust system in the community
- ▣ Expand routes
  - Wichita
  - Grid system (not hub and spoke)
  - Neighboring communities
- ▣ More frequent service
- ▣ Longer hours
- ▣ Fewer transfers
- ▣ Shorter travel time

## *Wichita Public Transportation Survey*

*FINAL Survey Report*



*Conducted for*

*City of Wichita*

## *Wichita Travels*

### **Regional Transit Plan**

For the Wichita, Kansas Area

Today, the community recognizes inefficiencies in the existing transit system. Surveys show the public is willing to support transit improvements. The system's radial configuration lengthens travel times and limits connectivity. Many routes do not intersect well and transfers often require a trip to the city center. Services are limited and connections to surrounding communities are not available. The result: continued reliance on cars as gas prices increase.

The vision for tomorrow corrects current limitations and provides a bold transit plan for the future. It includes:

#### **Benefits:**

"Families can save up to \$9,000 per year by relying on one less car."

"\$1 invested in transit generates \$4 in economic returns."

(APTA, 2010)

#### **Recommendations**

• Expand City of Wichita transit service pg. 2.

• Introduce Bus Rapid Transit on Douglas Avenue. Pg. 3.

• Link to other communities with commuter service and Park and Ride lots. Pg. 2.

• Improve Customer Service Pg. 3.

• Cost and Funding Pg. 4.

• Next Steps Pg. 4.

#### **Easy-to-use routes**

**Connections to other communities**

**Bus Rapid Transit (BRT) on Douglas Ave**

**And other tools for a growing sustainable region.**

**May 2010**

Produced for Wichita Transit by the University of Kansas, School of Architecture, Design and Planning, Urban Planning Department, graduate transportation planning mple-



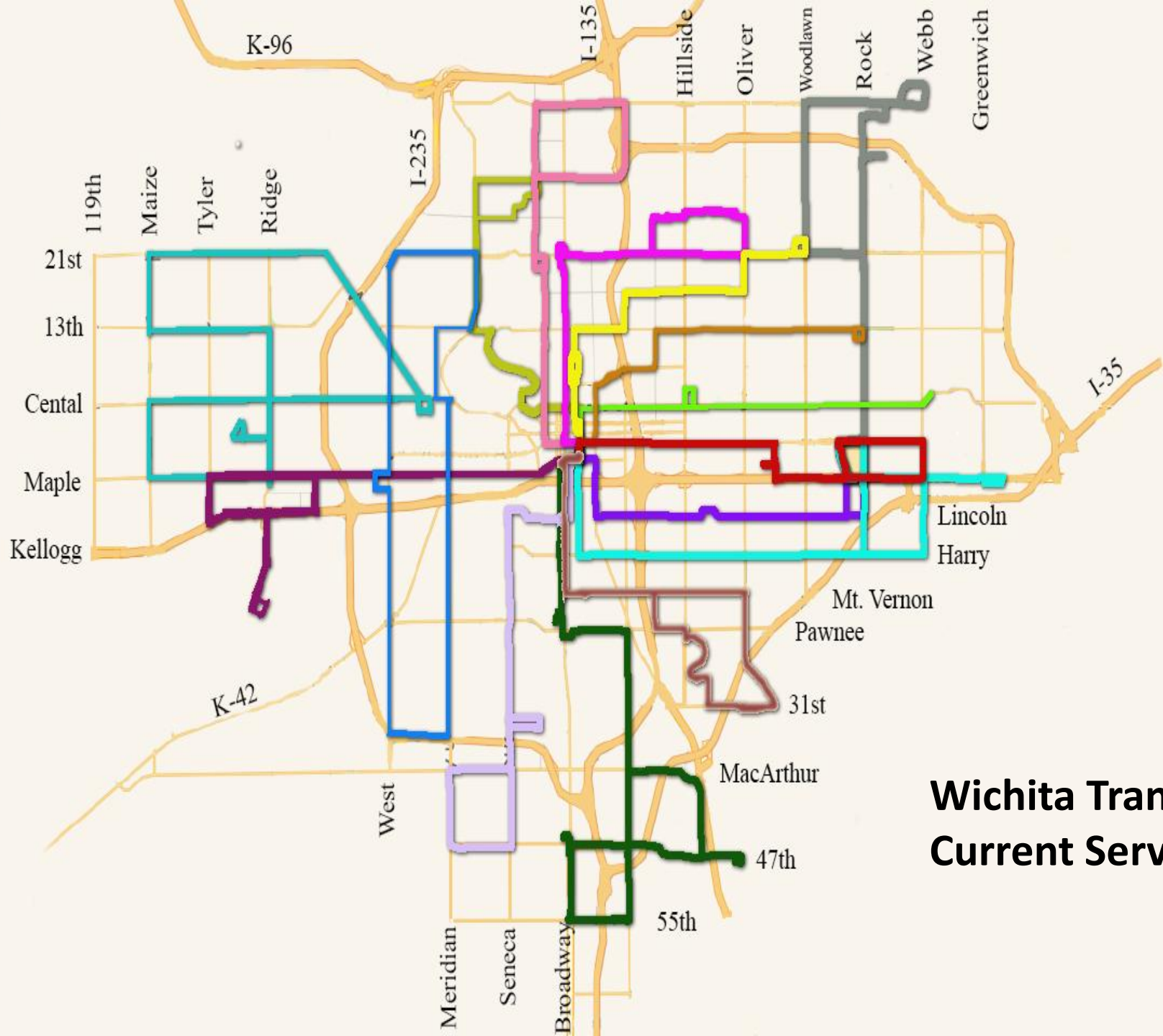
Photos: University of Kansas and HNTB Corp.

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# IMMEDIATE IMPROVEMENTS

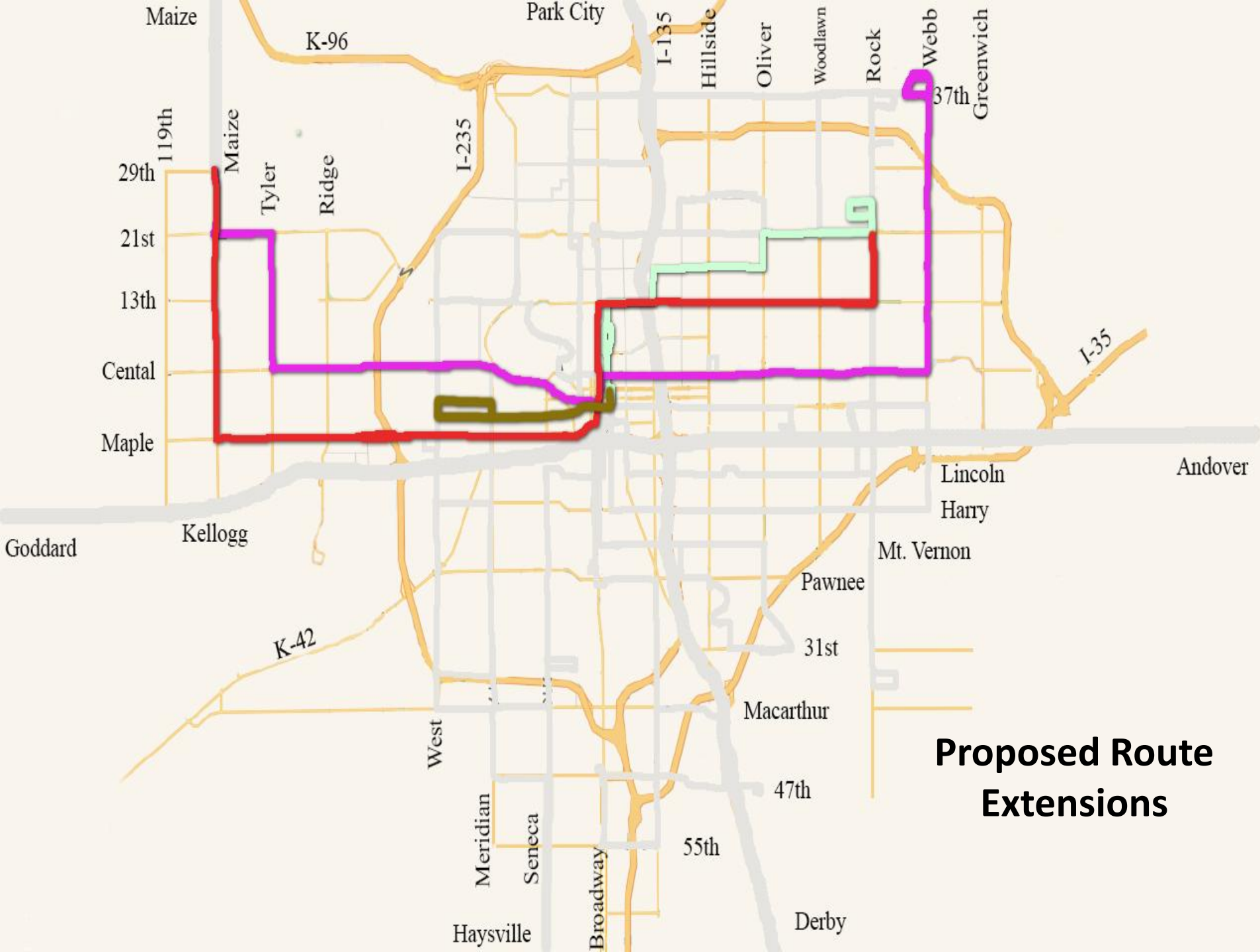


- Westside Service Improvements
  - ▣ West Maple Extension
  - ▣ New West Central Route
- Neighborhood Feeder
- March Implementation



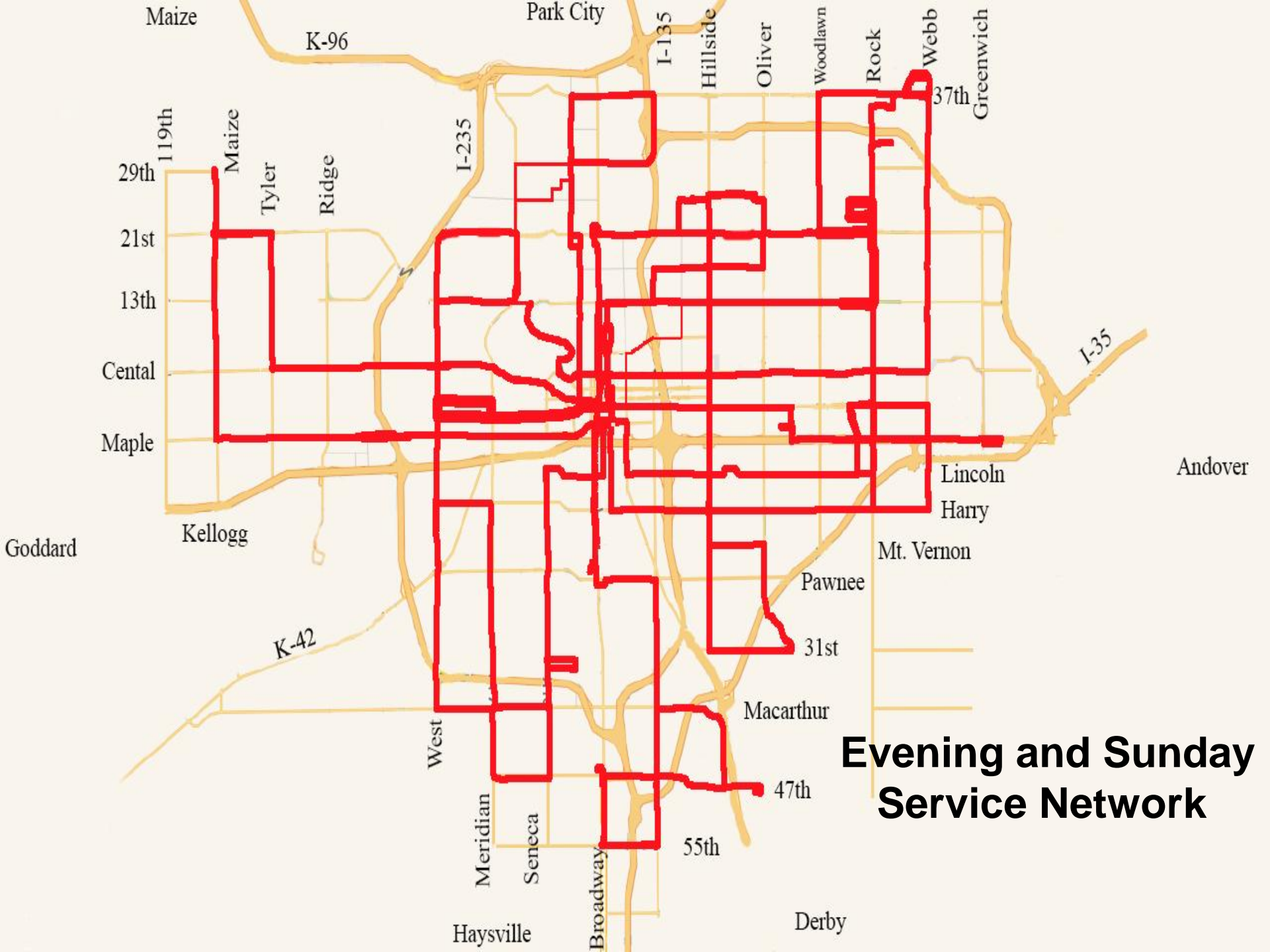
**Wichita Transit  
Current Service**



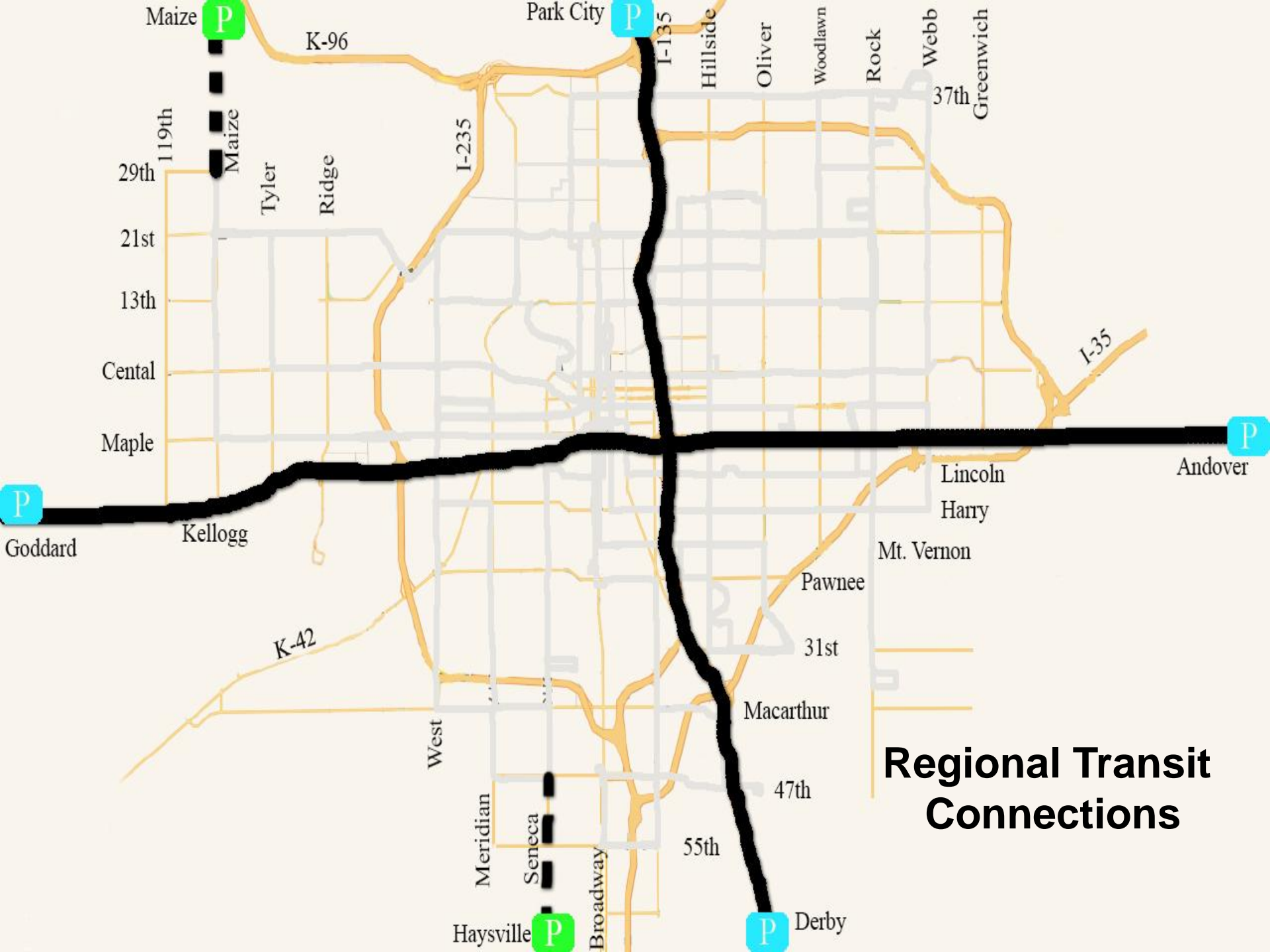




**Crosstown Routes  
Create a Grid system**







**Regional Transit  
Connections**

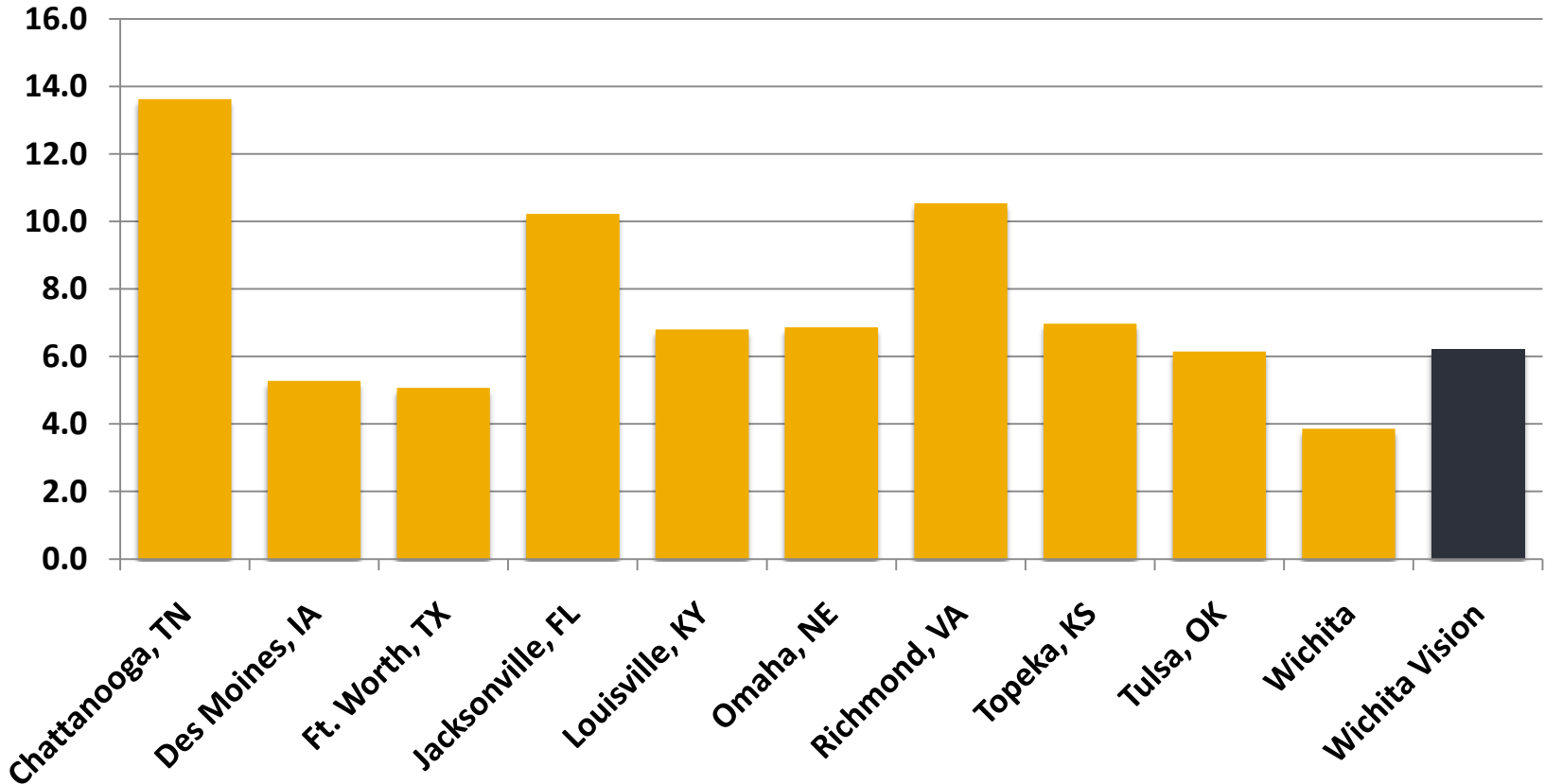
# THE VISION – FUTURE SERVICE



- ❑ Extend regular routes to keep pace with growth
- ❑ Improve frequency (15 -20 minute peak service)
- ❑ Introduce crosstown routes to create a grid
- ❑ Expand hours of operation - late night and Sunday service
- ❑ Introduce neighborhood feeders in areas of low ridership
- ❑ Introduce regional services
- ❑ Expand ADA coverage

# VISION COMPARISON

Revenue Miles per Capita



# COSTS

	Current System	Baseline Sustainable System	Improved Peak Service	Expanded Evening Service	Sunday Service	Regional Express/ Local Service	Total
Peak Buses	32	48	14			10	72
Annual Hours	101,240	145,242	21,358	23,654	16,008	15,800	323,302
Annual Miles	1,520,000	2,178,000	320,400	354,800	240,120	442,400	5,055,720
Total Annual Operating Cost	\$13,608,160	\$17,920,356	\$1,879,504	\$2,696,556	\$1,824,912	\$1,390,400	\$25,711,728
Annual Rides	1,947,000	2,585,000	405,000	331,156	224,100	147,000	3,692,256
Fairbox Revenue	\$1,810,000	\$2,404,101	\$435,400	\$356,000	\$240,900	\$294,000	\$3,730,401
Cost /Ride	\$6.99	\$6.93	\$4.64	\$8.14	\$8.14	\$9.46	\$6.96
Passengers /Hour	19.2	17.8	19.0	14.0	14.0	9.3	

# THE VISION – FUTURE SERVICE



- Partnerships
  - ▣ Regional communities
    - Service extends beyond jurisdictional boundaries
    - Service coordination
  - ▣ Business
  - ▣ Universities
  - ▣ Schools



# ISSUES

## □ Funding

- ▣ Vision
- ▣ Long term mechanism to support annual growth
- ▣ Cost sharing among partners

## □ Creating a regional system

- ▣ Establish regional partnership based on common interests
- ▣ Consider changes in governance and policy setting
  - Authority or contracting

# TRANSIT ADVISORY BOARD



- Endorses the Vision Plan
- Requests that council have a strategic discussion about transit funding
- Will continue to engage the public in a discussion about the Vision Plan

# TRANSIT ADVISORY BOARD



## □ Next Steps

- Support public engagement process to refine the Vision Plan
- Be available to the City Council to provide updates on the public engagement process and answer questions during funding discussions